



MEMORANDUM

May 22, 2020

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Willie Adams, Vice President
Hon. Gail Gilman
Hon. Victor Makras
Hon. Doreen Woo Ho

FROM: Katharine E. Petrucione DocuSigned by:
Acting Executive Director *Katharine Petrucione*
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SUBJECT: Request Approval of Infrastructure Plan Amendment and Memorandum of Understanding at Seawall Lot 337, bounded by China Basin Channel, Third Street, Mission Rock Street and San Francisco Bay. (Resolution No. 20-26)

DIRECTOR'S RECOMMENDATION: Approve attached resolution

EXECUTIVE SUMMARY

On January 30, 2018, the Port Commission approved a mixed-use development project at Seawall Lot 337 and Pier 48 known as Mission Rock (the "Project"). Subsequently, on February 13, 2018, the San Francisco Board of Supervisors approved the Project and on August 15, 2018 the Port and Seawall Lot 337 Associates signed all Project-related documents.

The Port's partner for development of the Project is Seawall Lot 337 Associates, LLC ("Developer"), an affiliate of the San Francisco Giants and Tishman Speyer. Among other documents, the Project is subject to an inter-departmental agreement called the Interagency Cooperation Agreement ("ICA") which governs how City departments will cooperate on project implementation. Signatories to the ICA include Port, Public Works, San Francisco Public Utilities Commission ("SFPUC"), San Francisco Municipal Transportation Authority ("SFMTA"), City Planning, and Fire Department.

THIS PRINT COVERS CALENDAR ITEM NO. 8A

This memorandum describes two requested actions:

- (1) **Approve amendments to the Mission Rock Infrastructure Plan, which is attached to Mission Rock ICA.** The proposed Infrastructure Plan amendment provides as an option a ground improvement technique discussed with the Port Commission in September 2019, called Lightweight Cellular Concrete (LCC) and stone columns. Appropriate ground improvement is required to minimize settlement under the weight of additional Site height – which is needed to defend against sea level rise – while also protecting utilities beneath the Project’s streets and sidewalks.
- (2) **Approve a memorandum of understanding among City departments regarding permitting, ownership, and maintenance of public infrastructure to be constructed at Mission Rock (called the “Interjurisdictional MOU”).** When developers construct public infrastructure, a developer will typically offer the infrastructure and the fee title to the land beneath the infrastructure to Public Works and other departments. Because the Port cannot provide fee title to the streets due to the Port’s Public Trust obligations, the Port has customarily entered MOUs to provide other departments certain land rights and to set forth the roles and responsibilities of each department as to the public infrastructure.

As was anticipated at Project approvals, the Interjurisdictional MOU memorializes the City departments’ agreement that streets, potable water, sewer, and power utilities will be considered for acceptance by City departments and the Port will consider for acceptance parks and open spaces. The MOU also includes LCC as an optional ground improvement technique, rather than pile-supported streets, subject to approval by Public Works. At Project approvals the City departments anticipated split ownership of a pile-supported street structure – with the Port owning the piles and pile-supported structure and Public Works owning the street improvements. The MOU has since evolved such that Public Works will own the street improvements and SFPUC will own the utilities. The Developer and the Project’s public financing districts will provide additional warranties and other financial protections including backfilling streets with LCC material, if LCC is approved by Public Works.

After a more than 18 month process including an on-site pilot project, review of the ground improvement design by a City selected Technical Advisory Panel (“TAP”), and peer review of the Phase 1 Street Improvement Permit submittal, Port engineering staff and TAP are supportive of the use of the LCC and stone column design at the site. Port staff have also worked closely with the other City departments on defining responsibilities for the future public infrastructure through the MOU.

Based on this thorough review and recognizing that all City-agencies accepting infrastructure at the Site must provide their consent, Port staff recommend that the Port Commission approve the Infrastructure Plan amendment and the Interjurisdictional MOU to become effective upon approval by the other affected City departments (specifically, from Public Works, SFPUC, and SFMTA). At a hearing on May 21, 2020, Public Works issued a Director's Order recommending approval of the Mission Rock Infrastructure Plan amendment. SFPUC is considering action on the Interjurisdictional MOU and the Infrastructure Plan Amendment on May 26.

STRATEGIC OBJECTIVES

The Mission Rock Project implements the following Port Strategic Objectives:

- **Evolution**, by delivering new open spaces and
- **Productivity**, by transforming a surface parking lot into a vibrant neighborhood with a mix of open space, housing and commercial uses

BACKGROUND

Project Site

The project site is located within the Port-owned Seawall Lot 337 property in the City and County of San Francisco, commonly referred to as the San Francisco Giants' parking lot A and will be developed by a joint venture between the San Francisco Giants and Tishman Speyer.

Project Summary and Status

The Mission Rock mixed-use development project will be built out in four phases and includes approximately 1,200 units of new rental housing, 1.4 million square feet of new commercial/office space, and rehabilitation of historic Pier 48. The Project includes space for small-scale manufacturing, retail and neighborhood services, waterfront parks, and public infrastructure.

Phase 1 includes the following estimated program elements:

- 560 apartment units
 - Including 202 below market rate units
- 550,000 gross square feet office
- 65,000 gross square feet of retail
- 5.5 acres of parks and open space
- District energy system located in Parcel A which will serve all of Mission Rock
- District scale Non-Potable Water Plant located in Parcel B which will serve all of Mission Rock's recycled water needs

On September 24, 2019, the Port Commission approved the Project's Phase 1 budget. In spite of the current global health pandemic, the City, the Port, and the Developer

continue to work to realize the Phase 1 vision. The Developer remains committed to key agreements including accepting appraised land values from the approved Phase 1 budget, executing all four Phase 1 parcel leases, and establishing special taxes on private development at the Site through the formation of the Community Facilities District. The Developer is also prepared to begin the full Phase 1 horizontal infrastructure improvements, upon Board of Supervisors approval of the Phase 1 Final Map and upon issuance of a Street Improvement Permit by Public Works.

Local Business Enterprise Status

The Mission Rock project was one of the City's first development projects to commit to a Local Business Enterprise ("LBE") participation goal. To date the project has achieved 18.4% LBE participation, exceeding its 10% pre-construction goal. Pre-construction work constitutes approximately 5-10% of overall total project costs and the project team is optimistic about awarding additional contract dollars to LBEs during the construction phase which represents approximately 90-95% of the overall project cost.

Working collaboratively with general contractors, RDJ Enterprises, Monica Wilson, Port staff, and the San Francisco Contract Monitoring Division, the project team recently implemented additional barrier mitigation strategies to help identify and assist local and historically underrepresented businesses become more competitive during the bid and awarding process. As a result of these efforts during the first quarter of 2020, \$1.32 million (9.6%) was awarded to women owned businesses based in San Francisco and \$1.28 million (9.2%) was awarded to minority owned businesses based in San Francisco. In total, \$2.8 million (20.2%) of contract dollars were awarded to LBE businesses. Several LBEs joined the Mission Rock project for the first time in 2020 including Y-CAT Construction, HVYW8 Inc., and Giron Construction. These early results indicate that current strategies are succeeding.

The Project has a 20% LBE participation commitment during construction. As the procurement of contractors and subcontractors continues the Mission Rock team commits to meet or exceed LBE and equity goals during the construction phase.

Need for Ground Improvement

Mission Rock, like much of Mission Bay, sits on top of non-native fill, including waste discarded in a marsh by 19th-century settlers, debris from the 1906 earthquake, and the soft, silty clay known as "young bay mud." This bay mud rests in place from 10 to 90 feet below the Project's surface. It has been measured over the past nine years and found to be stable, but when stressed will undergo transformation in uncontrollable ways. Streets and sidewalks on such unmitigated fill are prone to settlement and shifting over time. This has already occurred in parts of Mission Bay which has experienced settling in some of its streets and sidewalks, resulting in problems with accessibility compliance and the need for costly hardscape, landscape, and utility re-work.

If left unmitigated, the geological conditions on the Project site would be prone to liquefaction¹ and settlement of up to six inches during a large seismic event.

Additionally, the development of a dense, mixed-use neighborhood will add stress (weight) to the soils and cause uncontrolled settlement in the young bay mud. This challenge is amplified by the fact that the new streets in the Project will be raised by 5.5 feet to protect against sea level rise, creating additional weight on the underlying soil.

To address these challenging geotechnical conditions the Port and its City partners have identified various ground improvement strategies, including the use of stone columns, combined with LCC. The proposed strategies insert stone columns throughout the Project site. The columns, steel cylinders filled with stones, are vibrated 8-10 feet into bay mud, beyond the liquifying layer. If approved by Public Works, the LCC, which is much less dense than soil, will be used as a soil substitute and will harden on top of the stone columns. This will significantly reduce the weight of the raised streets and sidewalks, mitigating settlement and other geotechnical issues while enabling the site to be raised to remain resilient against sea level rise.

Purpose of Interjurisdictional MOU

Since the project's start over a decade ago, the Port has sought to ensure that the newly constructed, neighborhood scaled, public infrastructure become part of the City's network of streets and utilities. This includes acceptance of the Mission Rock streets by the Board of Supervisors; acceptance of the utilities by the SFPUC; and acceptance of the mobility infrastructure by SFMTA. With acceptance of these infrastructure improvements by the appropriate agency, the assets will be maintained by the departments with the greatest expertise and appropriate funding mechanisms.

DISCUSSION

Ground Improvement Evaluation Summary

When the Port Commission and the Board of Supervisors approved the project in early 2018, the Infrastructure Plan included the use of pile-supported streets to support infrastructure. This system would be similar to pile-systems under buildings on fill, with piles supporting streets and sidewalks driven into bedrock or dense sand. The ICA noted that pile-supported streets are a relatively new application of deep foundations and required City departments to form a technical committee to evaluate various ground improvement approaches at the Site.

The technical committee – consisting of members from the Port, Public Works, the SFPUC, and the Developer – began meeting in mid-2018 to develop design criteria for the streets. As it evaluated the project, the technical committee identified code and performance issues with the use of pile-supported streets on site. At the same time, cost estimates for pile-supported streets more than doubled upon development of detailed engineering criteria. As a result, the Developer's team explored other techniques to mitigate street settlement, including the use of LLC. The technical team ultimately allowed the Developer to pursue design and use of LCC for several reasons, including low geotechnical risk, lower construction costs, low environmental impacts,

and long-term serviceability.¹ LCC will also work with the ground improvement techniques (i.e., stone columns, rapid impact compaction, etc.) proposed to strengthen the lower layers of soil at the site as it rests on top of the other ground improvements. The proposed buildings at the site will be supported on deep (piled) foundations and will be designed to accommodate the adjacent LCC conditions.

The technical committee concluded their work in Fall 2018 and the Developer and City have continued evaluation of LCC throughout the last 18 months. **Attachment C** provides a brief timeline of the technical review of the LCC and stone column design. On May 21, 2020, the Public Works Director recommended approval of the amendment to the Infrastructure Plan, recommending approval of the Final Map to the Board, and recommending approval of the Public Improvement Agreement.

Public Works has engaged a subsequent engineering team to confirm the findings of the TAP and resolve any outstanding issues. Based on the thoroughness of the City's review process and the expertise of the TAP, and Public Works' actions to bring the Phase 1 Final Map and PIA to the Board, the Port is confident that all outstanding issues will be addressed in the near future to the satisfaction of the Port, SFPUC, and Public Works.

PROPOSED AMENDMENT TO INFRASTRUCTURE PLAN

As previously noted, the LCC and stone column design was not contemplated as a potential ground improvement technique at project approvals. As a result, the Port must execute an amendment to the Infrastructure Plan to recognize LCC as an option for the project's ground improvement technique. The proposed amendments to the Infrastructure Plan detail geotechnical ground improvement options including technologies that may include LCC, surcharging, deep soil mixing, and/or geofoam, collectively "Ground Improvements," as an alternative to structured streets, all subject to the conditions of approval to the project's Tentative Subdivision Map and the City's subsequent approval and issuance of one or more permits. The LCC option consists of removing existing fill to a specified depth and backfilling and raising grades using LCC. The new 60-foot-wide Right would include new utilities, streets, sidewalks, light poles, and tree planting areas between the blocks to be developed.

Where the Infrastructure Plan references "structured street(s)" or "pile-supported structured streets," Ground Improvement designs developed by the Geotechnical Engineer and associated LCC design solutions and infrastructure prescribed in the Infrastructure Plan or later approved project design documents and submittals may be

¹ LCC, also referred to as "foam concrete" or "lightweight fill" is a relatively light, low density material that is a mixture of cement, water, and foam. At Mission Rock, existing soil will be removed to a depth of eight to ten feet and replaced with LCC, which is approximately a quarter of the density of soil. The LCC will harden on top of stone columns — steel cylinders that are filled with stones and vibrated 8-10 feet into bay mud, beyond the liquifying layer. This will significantly reduce the weight of the raised streets and sidewalks, mitigating settlement and other geotechnical issues while enabling the site to be raised to remain resilient against sea level rise.

proposed and may be approved by the City's subsequent action following the satisfaction of the conditions of approval to the project's Tentative Subdivision Map.

PROPOSED INTERJURISDICTIONAL MEMORANDUM OF UNDERSTANDING

The Interjurisdictional MOU sets forth the departments' agreement regarding:

- which department will consider “offers of acceptance” from the Developer upon completion of each infrastructure component (see **Attachment A** for Maintenance Matrix, an attachment to the MOU);
- which department will lead permitting and regulation for each infrastructure component; and
- how the parties will cooperate in undertaking their duties at the Site, including noticing prior to construction, indemnification requirements in contracts, and the handling of hazardous materials, among other terms.

In general, Public Works, SFPUC, and SFMTA will consider for acceptance “standard” infrastructure components upon completion, e.g., standard streets, streetlights, water and sewer utilities, and bike racks, among others. The Port will consider for acceptance all parks, open space, and utilities beneath parks and open space as well as specialized or unique project features including decorative pavers, raised crosswalks, and street furniture, among others. Project tenants will pay special taxes and/or fees to maintain parks, open space, and the non-standard infrastructure.²

The MOU also contains financial protections for City departments from the Developer and the Mission Rock public financing districts. Protections include a 10-year warranty and ongoing transfers of special taxes, should maintenance costs associated with LCC-infrastructure (if subsequently approved by Public Works) exceed the costs of typical City infrastructure. Should the warranty be called upon and rework or new improvements are required at the Site, those costs would be integrated into a future Phase budget for Port Commission review. Funding for the 10-year warranty is limited to CFD/IFD funds from the project with no risk to the Harbor Fund. While a warranty of one to three years is typical for City improvement agreements, the City agencies negotiated this 10-year warranty to account for the newness of the LCC and stone column technique as the ground improvement for City accepted streets and utilities.

² At the Port Commission's September 24, 2019 meeting, Port Commissioners heard about the plan for public realm at Mission Rock, including budget estimates. See relevant staff report here: <https://sfport.com/sites/default/files/Documents/Item%207A%20Mission%20Rock%20Phase%201%20Budget%20Approval%20%28003%29.pdf>

STAFF ANALYSIS AND RECOMMENDATION

Recommend Approval of Infrastructure Plan Amendment

The amendment will add the LCC and stone column technique as an option to the other ground improvement types which may be used at the Site, understanding that the Developer intends to use the technique beginning with Phase 1, subject to Final Map, horizontal permits, and other related City approvals. The LCC and stone column ground improvement approach has been evaluated for 18 months by multiple City agencies and City consultants. Port engineering staff have been deeply involved in the evaluation and design to ensure concurrence with adding LCC as an option. Consistent with the Public Works Director's Order, Port staff believes that the LCC and stone column approach is technically feasible and safe.

Recommend Approval of Memorandum of Understanding

City acceptance of public infrastructure at the Site is a key benefit for the Port and for the City's efficient delivery of public services. If infrastructure is accepted under the ICA and the MOU, maintenance of neighborhood serving infrastructure is transferred to the appropriate agency with specialized expertise for infrastructure maintenance and funding mechanisms (e.g., utility rate payers, gas tax, and other State road subvention payments) to maintain those assets. During this incredibly difficult City-wide budget environment, the Port is grateful that its City partners agree that agencies focused on streets, utilities, and mobility are best-suited accept and maintain those types of improvements, leaving the Port to operate and maintain open spaces, including assets that connect the public to the San Francisco Bay and further the Port's stewardship of trust property for the public. The Port has planned financially for the acceptance of facilities described in **Attachment A** through the Community Facilities District Service Special Tax (passed by the Board on May 12, 2020). The total tax is projected to generate \$2.8 million to \$3 million per year at buildout, in 2020 dollars.

Port staff will return to the Port Commission for consideration of operational programs, as it makes progress on better defining and quantifying management and maintenance of the public realm at Mission Rock.

NEXT STEPS

Port staff are working closely with Public Works, SFPUC, SFMTA, the Mayor's Director of Housing Delivery, and the Office of Workforce and Economic Development to prepare approval packages for the Phase 1 Final Map (for Board of Supervisors' consideration), the Street Improvement Permit (issued by Public Works, once the Director is satisfied with design of the infrastructure), and all other Phase 1 documents including the Infrastructure Plan Amendment, the MOU, and the four Phase 1 parcel leases. Critical milestones on the near-horizon are:

- May 26 SFPUC Commission consideration of IP Amendment and MOU
- June 2 Board consideration of Phase 1 Final Map

- June 30 Execution of all Phase 1 real estate transaction documents
- July Horizontal permit issuance and start of full-scale horizontal construction.

Phase 1 horizontal and vertical construction are anticipated to take 24 to 30 months to complete.

All these steps are required actions to continue development of the Mission Rock project. This mixed-use district represents an important improvement to Port's property and fulfills key public trust goals of increasing public access and enjoyment of the waterfront while delivering a significant number of new below market rate and market rate housing units. While the global pandemic has created economic risk and uncertainty, the Developer has demonstrated commitment to completion of the Project, beginning with commencement of construction on the first phase of development in the coming months.

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ATTACHMENTS

- A. Maintenance Matrix, attachment to MOU
- B. Project Site Map
- C. Brief Timeline of Ground Improvement Technical Review

**PORT COMMISSION
CITY AND COUNT OF SAN FRANCISCO**

RESOLUTION NO. 20-26

- WHEREAS, Charter Section B3.581 empowers the Port Commission with the authority and duty to use, conduct, operate, maintain, manage, regulate and control the lands within Port jurisdiction; and
- WHEREAS, In January 2018, by Resolution No. 18-03, the Port Commission approved the terms of a Disposition and Development Agreement between the Port and the Developer (the “DDA”), and related transaction documents that are incorporated into the DDA, and provide an overall road map for development of the Project, including an inter-departmental agreement called the Interagency Cooperation Agreement (“ICA”) between the Port, Public Works, San Francisco Public Utilities Commission (“SFPUC”), and San Francisco Metropolitan Transportation Authority (“SFMTA”), which governs how City departments will cooperate on project implementation; and
- WHEREAS, In February 2018, the Board of Supervisors approved the DDA by Resolution No. 42-18, and approved the DA by Resolution No. 33-18; and
- WHEREAS, The ICA established procedures relating to approvals by the San Francisco Fire Department, San Francisco Public Utilities Commission, San Francisco Public Works, and San Francisco Municipal Transportation Agency; and
- WHEREAS, The ICA includes an Infrastructure Plan that describes the process for evaluating and determining an appropriate ground improvement scheme for the Project’s streets and sidewalks to minimize settlement; and
- WHEREAS, Following the process set forth in the ICA, the City and the Developer conducted a professional analysis of several ground improvement schemes including pile supported streets, surcharging and the use of Lightweight Cellular Concrete (“LCC”); and
- WHEREAS, The Developer proposed LCC as its preferred ground improvement scheme and worked with City agencies including San Francisco Public Utilities Commission, San Francisco Public Works, and San Francisco Municipal Transportation Agency to perform all necessary due diligence to ensure that an LCC ground improvement scheme would result in streets and sidewalks that meet City Requirements for acceptance; and

WHEREAS, Pursuant to the Tentative Map Conditions of Approval, the City convened a Technical Advisory Panel (“TAP”) to analyze the proposed use of LCC and render expert professional opinion on the technical merits of LCC as the Project’s proposed ground improvement method; and

WHEREAS, Pursuant to the Conditions of Approval for the use of LCC, Developer conducted a pilot project to test the means and methods for using LCC as the Project’s ground improvement scheme; and

WHEREAS, Pursuant to the Port Chief Harbor Engineer’s delegated authority, if approved by Public Works, he will publish a Port Code Procedure to implement the use of LCC under the Port’s Building Code; and

WHEREAS, The use of LCC as the Project’s ground improvement scheme has been determined to be a material change to the ground improvement scheme contemplated in the Project’s approval documents and such material change requires an amendment to the ICA and Infrastructure Plan; and

WHEREAS, As authorized under the ICA, staff has negotiated a memorandum of understanding (“MOU”) among City departments setting out permitting, maintenance, liability, and ownership responsibilities for the streets and other infrastructure and public facilities in the Mission Rock SUD, including specific obligations pertaining to LCC, if approved; and

WHEREAS, The actions contemplated in this resolution are within the scope of the project for which the Port Commission (Resolution No. 18-06) and the Board of Supervisors (Resolution No. 33-18) adopted on January 30, 2018 and March 6, 2018, respectively, affirmed the Planning Commission’s certification of the Final Environmental Impact Report for the Seawall Lot 337 and Pier 48 Mixed-Use Project (Planning Commission Motion No. 20018) and made findings in accordance with the California Environmental Quality Act (California Public Resources Code section 21000 et. seq.) and Administrative Code Chapter 31, which resolutions are incorporated herein by reference; now, therefore be it

RESOLVED, That the Port Commission determines that the Project is furthered by the ICA, is in the best interests of the Port, the City, and the health, safety, morals and welfare of its residents, and is in accordance with the public purposes and provisions of applicable federal, state and local laws and requirements; and be it further

RESOLVED, That the Port Commission approves an amendment to the project Infrastructure Plan attached to the ICA recognizing LCC as a ground improvement option; and

RESOLVED, That the Port Commission authorizes and delegates to the Executive Director authority to make changes and take any and all steps, including but not limited to, the attachment of exhibits and the making of non-material changes if LCC is approved by Public Works in a Director's Order and to make other revisions to the MOU that are consistent with this Resolution, so long as the obligations of the Port are not materially increased over the Phase 1 Budget Approvals or the protections to the Port are not materially decreased, as the Executive Director determines, in consultation with the City Attorney, are necessary or appropriate to consummate the MOU in accordance with this Resolution provided, however, that such changes and steps do not materially decrease the benefits to or materially increase the obligations or liabilities of the Port Commission, and are in compliance with all applicable laws; and

RESOLVED, That the Port Commission authorizes and delegates to the Executive Director authority to make changes and take any and all steps, including but not limited to, the attachment of exhibits and the making of non-material changes, as the Executive Director determines, in consultation with the City Attorney, are necessary or appropriate to consummate the ICA in accordance with this Resolution provided, however, that such changes and steps do not materially decrease the benefits to or materially increase the obligations or liabilities of the Port Commission, and are in compliance with all applicable laws; and be it further

RESOLVED, That the Port Commission authorizes and urges all officers, employees, and agents of the Port and the City to take all steps that they deem necessary or appropriate, to the extent permitted by applicable law, in order to implement the DDA in accordance with this resolution.

I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of May 26, 2020.

Secretary

Attachment C

Below is a brief timeline of the technical review of the LCC and stone column design:

- **January, March 2018:** Project approvals at Port Commission and Board of Supervisors which included pile supported streets as the proposed ground improvement technique, subject to technical feasibility analysis.
- **Spring to Fall 2018:** City-Developer technical committee reviewed of pile supported street proposal; Technical review resulted in Developer's recommendation for LCC and stone column approach to be used at Mission Rock.
- **Winter 2018 to Summer 2019:** Developer, Port, and City departmental review of LCC and stone column design.
- **July 2019:** Conditions of Approval ("COAs") for the Mission Rock Tentative Map provides additional technical review steps for LCC and stone column design.
- **September 2019:** Pursuant to COAs, City retains a Technical Advisory Panel (called "TAP") made up of experts to advise on the technical feasibility of the LCC and stone column design.
- **October 2019:** TAP issued initial draft report, indicating no fatal flaws in the LCC and stone column design and providing input on pilot demonstration project design.
- **November 2019:** Developer installs an LCC pilot project at Lot A, pouring and curing a section of LCC around utility pipes and subjecting the LCC section to various tests, observed by Public Works, SFPUC, and Port staff.
- **January 2020:** City retains peer review expert to review the complete Street Improvement Permit for the Project, focusing on the LCC and stone column design.
- **January 2020.** Developer completed pilot demonstration project.
- **February 2020.** TAP issued revised draft report.
- **May 2020.** TAP issued final report on LCC at Mission Rock, on May 7, finding that the Developer has adequately demonstrated and supported the viability, performance, safety, maintainability, and operability of the use of LCC at Mission Rock.
- **May 21, 2020:** Public Works Director's Hearing recommends approving the amendment to the Infrastructure Plan.